

## **Meeting Record**

**MPO Technical Committee Meeting  
Tuesday, May 11 2004  
Room 113, City County Building  
Lincoln, Nebraska**

**MEMBERS AND OTHERS IN ATTENDANCE:** Allan Abbott, Roger Figard, Karl Fredrickson, Randy Hoskins, Brian Praeuner (representing Larry Worth), (Public Works/Utilities), Marvin Krout, (Planning), Don Thomas, Doug Pillard (representing Larry Worrell), (County Engineering), Steve McBeth, James Miller (representing Eldon Poppe), Rich Ruby, (NDOR), and Jon Large (representing John Wood) Airport Authority.

**OTHERS:** Mike Brienzo, Roger Ohlrich, Karen Sieckmeyer (Public Works/Utilities), Kent Morgan, David Cary (Planning), Ernie Castillo (Urban Development), Phyllis Hergenrader (Friends of Wilderness Park), Dan Lutz (Pro Rail Nebraska), Syed Ataullah, Lou Lenzen, Ron Schlautman (NDOR), Steve Burnham, and Dan Briggs (Federal Highway Administration)

**STATED PURPOSE  
OF THE MEETING:** Technical Committee Meeting

Allan Abbott called the meeting to order and roll was taken.

**Agenda Item No. 1 - Review and action on the draft minutes of the January 20, 2004, Technical Committee Meeting.**

Don Thomas made a motion to approve the minutes, James Miller seconded. Motion carried 8 to 2 with Krout and McBeth abstaining.

**Agenda Item No. 2 - Review and action on a proposed amendments to the *City of Lincoln and Lancaster County Comprehensive Plan*. The Technical Committee recommendation will be forwarded to the Lincoln/Lancaster Planning Commission for the Annual Comprehensive Plan Review.**

David Cary, with the Planning Department, went over the first three amendments.

1. Comprehensive Plan Amendment No. 04004. This is to update the trails and bicycle facilities map to indicate several revisions to the trails plan and updating the map to indicate completed projects. The amendment includes the removing the proposed trail along Sun Valley Boulevard from north of "P" Street to Charleston Street and proposes to add a future trails segment crossing Highway 77 at Pioneers Blvd. The State has agreed to include a trail

facilities as part of their interchange project at Pioneers. Other revisions are to adjust future or proposed trail alignments.

There was general discussion regarding the trail along Sun Valley. The Sun Valley project will still have the pedestrian component of sidewalks but not trails.

2. Comprehensive Plan Amendment No. 04005. To update and amend the 2025 Lincoln Area Street and Roadway Improvement Map and related text by adding a Highway 2 corridor study from 9th Street to 56th Street and Old Cheney Road intersection, adding a area study in the vicinity of 98th Street and Highway 2 and updating the 2025 Roadway Improvement map regarding various completed projects.
3. Comprehensive Plan Amendment No. 04006. To update and amend the Future Road Improvements in County map in the 2025 Lincoln/Lancaster County Comprehensive Plan by indicating completed paving projects and adding several roads as potential paving projects throughout the county.

Steve Henrichsen, from the Planning Department went over the rest of the amendments.

4. Comprehensive Plan Amendment No. 04016. This is a study of a Northwest portion of Lincoln from West "O" Street up to NW 12th. Tier growth defined as Tier I being the development to show in the 2025; Tier II 25 years and beyond; and Tier III for an even longer term. The NW area of Lincoln had not been designated with any Tiers. Tier II was a proposal that came from Larry Coffee, a property owner, asking Planning to look at a smaller two square mile area. They had agreed they should be studying a much larger area to see if there was any property in that area that might be more properly designated for Tier II. This is to make us aware that in this area in Northwest Lincoln, there will be a study of future roadway improvements, water and sewer to see if there are some areas that would be available in Tier II.
5. Comprehensive Plan Amendment No. 04018. Amending the Southeast Lincoln/Highway 2 Subarea Plan. This is very specific to the Cheney area currently south of Highway 2. The plan is to show both a temporary and permanent access to Cheney from 91st Street south of Highway 2, and the closing of Yankee Hill Road west of 91st Street.

Steve Henrichsen then went over the remaining 14 amendments. (see attachment).

There being no questions, it was recommended that we vote on all five amendments at the same time. A motion was made by Karl Fredrickson to recommend approval of the amendments to the Planning Commission, seconded by Don Thomas. Motion carried unanimously.

**Agenda Item No. 3 - Review and action on a recommendation regarding 2004 Certification that the Transportation Planning Process for the Lincoln Metropolitan Area complies with applicable**

**federal laws and regulations. Recommendation is on the last page of the 2004 Certification Report.**

Mike Brienzo gave a brief summary of the federal regulations that we are bound to as an MPO and comply with in our transportation planning process. The regulations that we are held to are identified in the Federal Highway Act which is operating currently under extensions of the TEA-21 Act. The new highway bill is under consideration in the Senate but has not been adopted. Two of the key elements that are addressed in certification review include the 3-C transportation planning process and the public participation process. These are addressed in the *Long Range Transportation Plan* (or Comp Plan) and the MPO's the *Public Participation Plan*. Other key items include the Air Quality Monitoring Program and the fact that National Ambient Air Quality Standards are being met. The review includes any activity addressing an Environmental Justice Strategy and the involvement of disadvantaged business enterprises, and maintaining a Transportation Improvement Program and Unified Planning Work Program.

Steve Burnham wanted to make a correction to the statement concerning the life of the Long Range Transportation Plan. He stated that the Plan can remain valid for a maximum of five years assuming you are conforming with the regulations. Mike mentioned that the current Plan was adopted by the MPO on June 13, 2002, and since we are in conformance, we expect the next major update to be completed by June 13, 2007.

Every year, the self certification process is done. As a result of Lincoln MPO receiving a Transportation Management Areas (TMA) designation, the FHWA and FTA will require a "Federal Planning Certification Review" instead of the "Planning Management Review" as conducted in the past. This review is more involved and usually takes two to three days rather than a single day. In addition, the MPO will be required to have a public hearing to solicit feedback on the transportation planning process during the review. By this time next year, we should have that process identified and published 45 days before it starts.

It is recommended by staff that as a result of this compliance evaluation, the Technical Committee endorse the compliance evaluation report certifying the Planning Process for the Lincoln, Nebraska urbanized area is meeting the federal requirements.

Roger Figard made a motion recommending approval of this report as factual to the Officials Committee with the finding that we do meet the self certification process, seconded by Krout. Motion carried unanimously.

**Item No. 4 - Review and action on the FY 2005-2007 and 2009-10 Transportation Improvement Program (TIP).**

The TIP is a programming document that identifies the funding and timing of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a six-year period and using federal transportation funds. This document covers a six year planning period that identifies the first three years as priority projects which are the projects we are focused on in the approval process. We are showing out year projects for the next 3 years of projects for

informational purposes. Any project that seeks federal funding will need to be identified in the TIP.

Mike Brienzo briefly went over the amendments for the Lincoln-Lancaster 2005-2010 Transportation Improvement Program. (See attached) One page had a project that has a number change which was a typo and two projects had slight description changes. In the County Section, Project No. 5 was reprogrammed in FY 2005. In the City's Section, we were asked to identify CN when available.

The action that we are looking for is to review recommendations by the Technical Committee and any comments that we would like to send to the public hearing in front of the Planning Commission, which is scheduled for May 19, 2004.

General discussion was held regarding some of the projects.

A motion was made by Roger Figard to recommend approval to the Planning Commission with the revisions that were shown on the handout by Mike Brienzo, seconded by Marvin Krout. Motion carried unanimously.

**Item No. 5 - Briefing on the US-77 Corridor, West Lincoln Bypass Study by the Nebraska Department of Roads.**

Mike Brienzo handed out the transcript of the Public Design Hearing held by the Department of Roads on April 14, 2004, for the West Bypass (US-77), Saltillo Road to Pioneers Blvd.. Mike wanted to make sure that everyone from the Technical Committee has a copy of these comments. Those not in attendance will also get a copy. Syed Ataullah, from the Nebraska Department of Roads, explained where they are at with this study. The plans are to make Highway 77 a continuous freeway system. Proposed improvements would be the closure of the existing at-grade intersections of Rokaby Road and Yankee Hill Road at Highway 77. Construction of a new interchange at Warlick Blvd. will provide full access to the freeway; closure of the existing at-grade intersection of Old Cheney at Highway 77; and construction of a new interchange at Pioneers Blvd to provide full access to the freeway. Syed mentioned that they had public hearing on April 14, 2004 and all of the public comments and questions are listed in the book that Mike handed out. In June, 2004, NDOR will be presenting this study to the SuperCommons at their June 7, 2004 meeting. The State will request this to have a public hearing by the Planning Commission in July or August and then by the City Council, County Board and MPO Officials Committee. Once NDOR has approval from the local entities on this project, they will present it to the Highway Commission and with their approval forward it for the Governor's approval.

Discussion was held regarding whether the State could go ahead with this project even if there is a delay in the construction of the South Beltway. Several questions were asked: 1) Since the State is building the interchange at K and L, could the State continue to upgrade the Beltway to the West Bypass on an intersection by intersection basis or is the State saying it is completely dependent on the South Beltway; 2) Is it the State's intent not to close any roads until the South Beltway is complete; and 3) If funding is not a problem, there is not any physical reason why Warlick and Pioneers couldn't be built ahead of the South Beltway. It is the State's intention not to close any roads until the South Beltway is completed. Right now the State does not have funds for any of the construction needed.

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Mike Brienzo asked where the Minutes for the Design Public Hearing would be located so that the public has access to them. The State was going to try to put it on their website so the public could go in and download it.

Marvin Krout suggested that they combine the City Council and County Board and have a joint hearing but separate recommendations.

Since the State is a member of the MPO Technical Committee, it was Roger Figard's understanding that after the Super Common's meeting whatever proposal they brought forward would be directed to the Planning Department. Planning would review it with the other City Departments and City staff. Staff reports, as well as the recommendation from the Planning Commission, will then be sent forward to the State. As far as the State is concerned, there are still differences of opinion on the closure of Old Cheney from the general public and some elected officials. What is the State's plan for handling this at the Super Common's since there is no public testimony at that point? Lou said they are planning on distributing the transcript of the public hearing process to all members of the Super Common's for their review prior to the presentations to them.

**6. Other topics for discussion.**

No one came forward with any topics for discussion.

The next Technical Committee Meeting is tentatively scheduled for June 15, 2004. This will be confirmed by email and with an agenda. Allan Abbott said that we received a request from the County Board that we not schedule the Technical Committee Meeting to conflict with their meeting in case one of them would like to attend. We will adjust our meetings so that we do not have them on the same day as the County Board Meetings.

Meeting was adjourned.